BY ORDER OF THE COMMANDER
AIR MOBILITY COMMAND

AFI 21-101AMC1 CL-5

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Maintenance

H-1 DEBRIEFING CHECKLIST

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This checklist complements AFI 21-101AMC Supplement1, *Aerospace Equipment Maintenance Management,* is formatted so that it may be trimmed to fit aircrew style binders.

This checklist supersedes AMC Form 520, **H-1 Debrief Checksheet**.

H-1 DEBRIEFING CHECKLIST

INTRODUCTION

This debriefing checklist will be used as a guide to assist the maintenance debriefer in ensuring all pertinent information on a system malfunction is included on the AFTO Form 781A, **Maintenance Discrepancy and Work Document**. This checklist is considered minimal and is not intended to replace system knowledge or common sense. The debriefer is charged with the responsibility of questioning the aircrew to ensure that all symptoms of a malfunction that could lead to the proper diagnosis of the fault are identified and recorded on the AFTO Form 781A.

Recommended changes to this form will be forwarded through channels to 1 HS/MAQ, Andrews AFB MD.

I. **Instructions:** Prior to debriefing: The debriefing team members will review past debriefing forms, logs, or files to acquaint themselves with any previous repeat/recurring discrepancies.

II. **Debriefing Procedures.**

A. Using this checklist as a guide, the debriefing team leader will take charge of the debriefing and debrief the flight crew.

B. Review entire AFTO Forms 781A for the mission.

C. Cross check previous repeat/recurring discrepancies against mission AFTO Forms 781A to see if they have recurred. Reference: AMCI 21-101 and T.O. 00-20-1, Sup 1.

D. Using the questions in the checklist, ensure all uncleared discrepancies are explained as completely as possible.

E. Ensure ALL locations where the aircraft stopped and was chemically disinfected for Foot and Mouth Disease, that an entry is made in the 781A's. Debriefers will document this information in GO81 using screen 9050, with work unit code 02400 to create the Foot and Mouth Decontamination discrepancy; GO81 will automatically enter the information in the aircraft history. Report this information electronically to HQ AMC/LGMJS@scott.af.mil. Due to the potentially damaging long-term effects of the decontamination on sensitive aircraft parts, accurate tracking is essential.

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SECTION I
AIRCRAFT GENERAL

1. **Airframe Group (System 11)**
   a. **Was any turbulence or rough weather encountered?**
   b. **Was any structural damage to skin or airframe noted?**
   c. **Do all windows, doors, and cowling open and close?**
   d. **Were there any unusual vibrations felt throughout the airframe?**

2. **Landing Gear (System 13)**
   a. **Did the aircraft have any hard landings?**
   b. **Was there any noticeable cross tube deflection?**
   c. **Was there any slide landings on this flight? If so, how many?**

3. **Flight Controls (System 14)**
   a. **Were all flight controls responses normal? If not:**
      (1) Were controls sloppy or feedback felt?
      (2) What quadrant did feedback occur?
   b. **Did cyclic trim system work properly?**

4. **Rotor Controls (System 15)**

a. Were any main or tail rotor blades damaged?

b. Was auto-rotation within limits?

c. Were any 1 to 1 vibrations noted?

5. Engines (System 22)

a. Was engine performance up to standard? If not:

(1) Was torque indication low or was there a NG or T-5 fluctuation?

(2) Was there any fluctuation on any engine instruments?

(3) Were any unusual noises heard or vibrations felt?

(4) What in-flight troubleshooting procedures were used?

6. Transmission and Devices (System 26)

a. Were transmission and gearbox pressures noted?

b. Were any unusual noises or fluctuations noted?

c. Were any defects noted on power train anywhere, such as loose clamps?

7. Heating and Air Conditioning Pressurization (System 41)

a. Did all fresh air and heat outlets work properly?

b. Was any smoke or unusual odor noted during heater operation?

c. Did hot air mixing valves work properly?

8. Hydraulic (System 45)

a. Was there any noticeable cyclic stick drive during boost off operation?

b. Did boost off (irreversible check) work properly prior to

reaching takeoff RPM?

c. Was there any noticeable collective creep during flight?

d. Did the rotor brake system work properly?

9. Fuel (System 46)

a. Was fuel flow erratic?

b. Did instruments go off scale high or low?

c. Did fuel cross feed work properly?

d. Did BIT check pass?

10. Miscellaneous:

a. Was aircraft flown through rain, sleet or hail?

b. Was the aircraft flown over salt water?

c. Were any oil analysis samples (OAP) submitted at other stations for engines, gearboxes?

d. Did the aircraft land at a base disinfecting for Foot and Month Disease (FMD)? (As of May 2002, Spain and Italy require aircraft to be disinfected if they come from England). If so,

(1) Was the aircraft disinfected? If so:

(2) Was an entry made in the 781A using WUC 02400?

(3) What was the chemical and concentration used?

(4) What area(s) where sprayed?

(5) How long did chemical solution remain on the aircraft?

(6) How was chemical cleaned off?

e. Make the following entries in the 781A:

(1) Wash and Lube due within 72 hours for areas chemically

decontaminated for Foot and Mouth Disease. Use WUC 02400

f. Report the following information electronically to HQ AMC/LGMJS@scott.af.mil.

(1) MDS and complete tail number.

(2) Information from d (1)-(6).

SECTION II

AVIONICS DEBRIEFING

1. **Electrical Power Supply (System 42)**
   - **a. Were AC and DC power supply normal?**
   - **b. Was indication on caution panel normal?**
   - **c. Did fire detector system work properly?**
   - **d. Were any unusual load/ammeter or voltmeter fluctuations observed?**

2. **Lighting, Interior and Exterior (System 44)**
   - **a. Did all interior and exterior lighting work properly?**
   - **b. Was there any blinking or flickering of lights?**
   - **c. Did all controllable searchlights move in the desired directions?**

3. **Instruments (System 51)**
   - **a. Did pitot static system indicators operate normally?**
     - (1) Airspeed Malfunction.
       - (a) How did the defective airspeed compare with other airspeed?
       - (b) What was the altitude at time of noted malfunction?
       - (c) Did the altimeter or vertical velocity show any malfunction? If so, what was the malfunction?
       - (d) Describe the weather conditions at time of malfunction?
       - (e) Was pitot heat operative and used?

(2) Altimeter Malfunction

(a) How did the defective altimeter compare with other aircraft altimeters, high or low?

(b) Was altimeter setting correct?

(c) Did vertical velocity or airspeed show any malfunction?

b. Was there any instrument precession or fluctuation?

c. Did any related system indicate problems?

d. Did the gyromagnetic compass work properly?

e. Was fuel quantity indication erratic?

4. VHF Communications System (FM) (System 62)

a. Did the system tune properly?

b. Was the receiver audio loud and clear?

c. Was their normal side tone?

d. What frequencies were bad?

e. Was their adequate squelch action?

f. Was the system checked with more than one station?

5. VHF Communications System (AM) (System 62)

a. Did the system tune properly?

b. Was the receiver audio loud and clear?

c. Was their normal side tone?

d. What frequencies were bad?

e. Was their adequate squelch action?

f. Was the system checked with more than station?

6. Communications Security Set (System 62)

a. Did system malfunction on plain or secure voice?

b. What stations reported you inoperative?

c. Did you zero the equipment?

7. UHF Communications System (System 63)

a. Was transmitter on preset or manual operation?

b. Did the system recycle at all?

c. Was the transmitter weak or garbled?

d. Was the system checked with more than one station?

e. Was their normal side tone?

8. Interphone System (System 64)

a. What stations were affected?

b. Was their normal side tone?

c. Was the hot mike side tone loud and clear?

9. IFF (System 65)

a. Was the system checked on more than one mode or code?

b. Was the system reported weak or inop by more than one station?

10. Miscellaneous Communications (System 69)

a. Voice Amplifier System

(1) Was the audio loud and clear?

(2) What positions were the monitor switches in?

b. Loudspeaker System

(1) At what interphone position was the loudspeaker system

used?

(2) Was the VU meter working?

11. UHF/DF (System 71)

a. Was the squelch disabled?

b. What was the error, if any?

c. Was the error the same on other frequencies?

12. TACAN (System 71)

a. Was the DME or AZ inoperative?

b. Was the malfunction present on all channels selected (pilot and copilot)?

c. Did the system operate better as the station got closer?

d. Did the CDI agree with the selected course?

e. Did the CDI indicate station passage?

f. Was the system checked with more than one station?

13. VOR (System 71)

a. Was the azimuth information correct?

b. Did the flag remain out of view on all stations?

c. Did the CDI indicate station passage?

d. Did the CDI agree with the course selected?

e. Did the localizer or TACAN have the same malfunction?

f. Was more than one ground station tried?

g. Did the ILS function on the specified frequencies?

h. Was the malfunction on both pilot and copilot side?

14. ADF (System 71)

a. **Was the malfunction on all indicators?**
b. **Was the malfunction present on the entire flight?**
c. **How many stations were tried?**

15. Marker Beacon (System 71)

a. **Did the light and tone work on all three markers?**
b. **Did the system press to test properly?**

16. Radar Altimeter (System 72)

a. **Did the press to test work properly?**
b. **Did the altitude bug and "LO" light work properly?**
c. **Did the RT fail light come on?**
d. **Were both digital and dial readings the same?**

17. HF Radio (System 61)

a. **Check antenna mounts for security?**
b. **Was transmitter on preset or manual?**
c. **Did system recycle?**
d. **What frequencies were bad?**
e. **Was receiver audio loud and clear?**
f. **Was transmitter weak or garbled?**
g. **Was the system checked with more than one station?**

18. LORAN (System 71)

a. **What was the error codes?**
b. **Did the cooling fan warning light come on?**

c. Did the CDI indicator match the display read out?

d. Was the problem on both pilots and copilots?

SECTION III
AIRCRAFT ARMAMENT SYSTEM

1. **Did the aircraft gun(s) perform properly?**

2. **If gun jams were encountered:**
   a. **How many rounds were expended (approximate) prior to jamming?**
   b. **What corrective measures were taken to clear the weapon?**
   c. **Were there any additional jams?**

3. **If installed, did the following armament systems perform properly?**
   a. **LAU-68 Rockets PODS**
   b. **MTU-51/52 Rocket Rails**
   c. **Gun Sights**
   d. **Weapon Release Electrical System**
   e. **Gun Mounts**